

**AMENDMENTS TO THE CLAIMS**

1. (Previously Presented) A gear drive mechanism with an anti-rattle device, comprising:
  - a first gear rotatable about a first axis,
  - a second gear rotatable about a second axis, wherein the second gear meshes with the first gear, and the second axis is located at a predetermined distance from the first axis,
  - a first friction disk having a first friction rim surface that is rotationally coupled to the first gear and has a first frusto-conical shape, and
  - a second friction disk having a second friction rim surface that is rotationally coupled to the second gear and has a second frusto-conical shape,

wherein the first friction rim surface and the second friction rim surface are in circumferential contact with each other and thereby enabled to transmit a friction-based torque between each other, wherein one of the first and second friction rim surfaces is elastically biased against the other friction rim surface.
2. (Previously Presented) The gear drive mechanism of claim 1, wherein at least one of the first and second friction disks comprises a friction wheel that is attached to one side of the respective one of the first and second gears.
3. (Previously Presented) The gear drive mechanism of claim 1, wherein the first and second frusto-conical shapes have respective first and second median radii, and wherein said first and second median radii are equal to respective pitch circle radii of the first and second gears.

4. (Original) The gear drive mechanism of claim 3, wherein said frusto-conical shapes have cone angles of substantially 25°.
5. (Previously Presented) The gear drive mechanism of claim 3, wherein the friction rim surface that is biased against the other is elastically biased with a pre-tensioning force acting in a direction that causes an increased contact pressure between the first and second friction rim surfaces.
6. (Original) The gear drive mechanism of claim 5, wherein said pre-tensioning force is directed axially.
7. (Original) The gear drive mechanism of claim 6, wherein the biased one of said first and second friction rim surfaces is formed on an outer circumference of a dish-shaped spring disc.
8. (Previously Presented) The gear mechanism of claim 1, wherein the first and second discs are ring shaped disks that are coaxially arranged on, respectively, the first and second gears.
9. (Original) The gear mechanism of claim 1, wherein the first and second friction rim surfaces are hardened.
10. (Original) The gear mechanism of claim 1, wherein the first and second friction rim surfaces are provided with a coating.
11. (Original) The gear mechanism of claim 1, wherein the first friction rim surface comprises two first parts arranged, respectively, on opposite sides of the first gear, and wherein the second friction rim surface comprises two second parts arranged, respectively, on opposite sides of the second gear.

12. (Previously Presented) A gear drive mechanism with an anti-rattle device, comprising:
  - a first gear rotatable about a first axis and having a first retaining feature,
  - a second gear rotatable about a second axis, wherein the second gear meshes with the first gear, and the second axis is located at a predetermined distance from the first axis, the second gear having a second retaining feature,
  - a first friction disk having a central opening and a first friction rim surface that is rotationally coupled to the first gear by receiving the first retaining feature in the central opening, the first friction disk having a first frusto-conical shape, and
  - a second friction disk having a central opening and a second friction rim surface that is rotationally coupled to the second gear by receiving the second retaining feature in the central opening, the second friction disk having a second frusto-conical shape,

wherein the first friction rim surface and the second friction rim surface are in circumferential contact with each other and thereby enabled to transmit a friction-based torque between each other, wherein one of the first and second friction rim surfaces forms an elastic interface with the other friction rim surface.
13. (Previously Presented) The gear drive mechanism of claim 12, wherein the first and second retaining features comprise protrusions that extend outwardly from the respective first and second gears and are received in the central openings of the first and second friction disks.